

Report Date: 09 Feb 2015

**Summary Report for Individual Task
011-15Q-0023
Issue Airport Condition Information
Status: Approved**

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the USAACE/Fort Rucker foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: As an Air Traffic Controller assigned to an ATC facility, given reported or observed airport conditions that effect the safe use of the landing area, FAAO JO 7110.65, and appropriate publications. Some iterations of this task should be performed in MOPP 4.

Standard: Issue all airport conditions that adversely effect the safe operation of aircraft in time for it to be useful to the pilot IAW FAAO JO 7110.65.

Special Condition: None

Safety Risk: Low

MOPP 4: Sometimes

Task Statements

Cue: You observe or are informed of any condition which affects the safe use of a landing area.

DANGER

None

WARNING

None

CAUTION

None

Remarks: None

Notes: FAAO JO 7110.65 is a non-APD linked reference; this publication can be found on the Federal Aviation Administration (FAA) website under "Air Traffic Plans and Publications" or by going to the following address:
http://www.faa.gov/air_traffic/publications/.

Performance Steps

1. Relay information concerning any condition that you observe or are informed of which effects the safe use of the landing area to the airport manager or military operations office concerned.
2. Issue closed/unsafe runway information.
 - a. Inform the pilot the runway is closed or unsafe anytime an aircraft requests to takeoff, land, or touch-and-go on a closed or unsafe runway.
 - b. Quote the appropriate parts of the NOTAM applying to the runway and inform the pilot that a clearance cannot be issued (if the pilot persists in his/her request).
 - c. Inform him/her that the operation will be at his/her own risk (if the pilot still insists).
3. Issue airport condition information necessary for an aircraft's safe operation in time for it to be useful to the pilot. Include the following, as appropriate:
 - a. Construction work on or immediately adjacent to the movement area.
 - b. Rough portions of the movement area.
 - c. Braking conditions caused by ice, snow, slush, or water.
 - d. Snowdrifts or piles of snow on or along the edges of the area and the extent of any plowed area.
 - e. Parked aircraft on the movement area.
 - f. Irregular operation of part or all of the airport lighting system.
 - g. Volcanic ash on any airport surface area and whether the ash is wet or dry (if known).
 - h. Other pertinent airport conditions.
4. Furnish quality of braking action as received from pilots or the airport management.
 - a. Describe the quality of braking action using the terms "good," "fair," "poor," "nil," or a combination of these terms.
 - b. Include type of aircraft or vehicle from which the report is received.
5. Implement braking action advisory procedures whenever braking action is reported as "fair," "poor," or "nil."
 - a. Include on the ATIS broadcast the statement "braking action advisories are in effect."
 - b. Issue the latest braking action report for the runway in use to each arriving and departing aircraft early enough to be of benefit to the pilot.
 - c. Advise the airport management that runway braking action reports of "fair," "poor," or "nil" have been received.
 - d. Solicit PIREPs of runway braking action.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the Soldier GO if all performance measures are passed (P). Score the Soldier NO GO if any performance measure is failed (F). If the Soldier scores NO GO, show the Soldier what was done wrong and how to do it correctly.

Evaluation Preparation: Setup: Test this task in conjunction with other air traffic control tower related tasks. Brief Soldier: Tell the Soldier to issue airport condition information, as appropriate, IAW FAAO JO 7110.65.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Relayed information concerning any condition that you observed or were informed of which effected the safe use of the landing area to the airport manager or military operations office concerned.			
2. Issued closed/unsafe runway information.			
3. Issued airport condition information necessary for an aircraft's safe operation in time for it to be useful to the pilot.			
4. Furnished quality of braking action as received from pilots or the airport management.			
5. Implemented braking action advisory procedures whenever braking action was reported as "fair," "poor," or "nil."			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	FAAO JO 7110.65	Air Traffic Control (Use Current Version)	Yes	Yes

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. It is the responsibility of all Soldiers and DA civilians to protect the environment, and to participate in the Army's Environmental Management System (EMS) at the installation where they are assigned. The key points of an EMS are:

- We are committed to the prevention of pollution.
- We are committed to meeting all applicable legal and regulatory requirements.
- We will strive for continual improvement in environmental management.

A sustainable installation will use resources wisely to support the current mission, without compromising the ability to accomplish future missions.

Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment and reduce waste during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. Everyone is responsible for safety. A thorough risk assessment must be completed prior to every mission or operation. Leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC).

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None